

FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**98-13-26 British Aerospace Airbus Limited (Formerly British Aerospace Commercial Aircraft Limited, British Aerospace Aircraft Group):** Amendment 39-10617. Docket 98-NM-51-AD.

**Applicability:** All Model BAC 1-11 200 and 400 series airplanes, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To detect and correct cracking in the trunnion fittings of the nose landing gear (NLG), which could lead to collapse of the NLG during takeoff and landing, and possible injury to the flight crew and passengers, accomplish the following:

(a) Perform a detailed visual inspection for cracking on the left- and right-hand trunnion fittings of the NLG, in the area of the

trunnion cap attachment holes, in accordance with British Aerospace Alert Service Bulletin 53-A-PM6035, Revision 1, dated March 7, 1996; at the time specified in paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) For airplanes on which British Aerospace Modification PM5308 has not been accomplished: Perform the inspection within 6 years after the effective date of this AD, or within 11 years after the last inspection accomplished in accordance with the alert service bulletin, whichever occurs later. Repeat the inspection thereafter at intervals not to exceed 11 years.

(2) For airplanes on which British Aerospace Modification PM5308 has been accomplished: Perform the inspection within 30 months after the effective date of this AD, or within 5 years after the last inspection accomplished in accordance with the alert service bulletin, whichever occurs later. Repeat the inspection thereafter at intervals not to exceed 6 years.

(b) If any crack is found during any inspection required by paragraph (a) of this AD, prior to further flight, repair the crack in accordance with a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) The inspections shall be done in accordance with British Aerospace Alert Service Bulletin 53-A-PM6035, Revision 1, dated March 7, 1996. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace, Service Support, Airbus Limited, P.O. Box 77, Bristol BS99 7AR, England. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in British airworthiness directive 004-03-96, dated April 26, 1996.

(f) This amendment becomes effective on July 30, 1998.

Issued in Renton, Washington, on June 15, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-16450 Filed 6-24-98; 8:45 am]

BILLING CODE 4910-13-U

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-NM-89-AD; Amendment 39-10618; AD 98-13-27]

RIN 2120-AA64

#### Airworthiness Directives; Dornier Model 328-100 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Dornier Model 328-100 series airplanes, that requires a one-time inspection to detect discrepancies of circuit breaker panels 10VE and 11VE; follow-on corrective actions; modification of the contact points; and installation of a high capacity fuse. This amendment also requires replacement of power relays 32HB and 36HB on relay panel 22VE with new parts. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent electrical short circuits of the contact points and power relays on the circuit breaker panels, which could result in increased risk of smoke and fire damage in the flight compartment.

**DATES:** Effective July 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 30, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager,

International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Dornier Model 328-100 series airplanes was published in the **Federal Register** on April 21, 1998 (63 FR 19689). That action proposed to require a one-time inspection to detect discrepancies of circuit breaker panels 10VE and 11VE; follow-on corrective actions; modification of the contact points; and installation of a high capacity fuse. That action also proposed to require replacement of power relays 32HB and 36HB on relay panel 22VE with new parts.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

#### Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

#### Cost Impact

The FAA estimates that 50 airplanes of U.S. registry will be affected by this AD.

It will take approximately 2 work hours per airplane to accomplish the required inspection and application of sealant to the contact points, at an average labor rate of \$60 per work hour. The cost of the sealant will be minimal. Based on this figure, the cost impact of the required inspection and modification on U.S. operators is estimated to be \$120 per airplane.

It will take approximately 1 work hour per airplane to accomplish the required installation of a high capacity fuse on the circuit breaker panels, at an average labor rate of \$60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on this figure, the cost impact of the required installation on U.S. operators is estimated to be \$60 per airplane.

It will take approximately 5 work hours per airplane to accomplish the required replacement of the relays, at an average labor rate of \$60 per work hour. Required parts will be provided by the manufacturer at no cost to the operators. Based on this figure, the cost impact of

the required replacement on U.S. operators is estimated to be \$300 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

#### Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

#### 98-13-27 Dornier Luftfahrt GmbH:

Amendment 39-10618. Docket 98-NM-89-AD.

**Applicability:** Model 328-100 series airplanes equipped with circuit breaker panels 10VE up to and including serial number 131, and 11VE up to and including serial number 133; and Model 328-100 series airplanes, serial numbers 3005 through 3095 inclusive; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent electrical short circuits of the contact points and power relays on the circuit breaker panels, which could result in increased risk of smoke and fire damage in the flight compartment, accomplish the following:

(a) For Model 328-100 series airplanes equipped with circuit breaker panels 10VE up to and including serial number 131, and 11VE up to and including serial number 133: Within 14 days after the effective date of this AD, perform a one-time visual inspection to detect discrepancies of circuit breaker panels 10VE and 11VE at the back lighting contact points, in accordance with Dornier Alert Service Bulletin ASB-328-31-016, dated April 2, 1997.

(1) If no discrepancy is detected, prior to further flight, modify the contact points by applying additional sealant in accordance with the alert service bulletin.

(2) If any discrepancy is detected, prior to further flight, replace the damaged circuit breaker panel with a new or serviceable panel and modify the contact points by applying additional sealant, in accordance with the alert service bulletin.

(b) For Model 328-100 series airplanes, serial numbers 3005 through 3095 inclusive: Within 90 days after the effective date of this AD, install a jiffy junction fitted with a high capacity fuse on circuit breaker panels 10VE and 11VE, in accordance with version 1 or version 2, as applicable, of the Accomplishment Instructions of Dornier Service Bulletin SB-328-31-226, dated June 16, 1997, including Price/Material Information Sheet.

(c) For Model 328-100 series airplanes, serial numbers 3005 through 3089 inclusive: Within 90 days after the effective date of this AD, replace relays 32HB and 36HB, part

number (P/N) DON405M520U5NL, on relay panel 22VE with new relays, P/N 2504MY1, in accordance with Dornier Service Bulletin SB-328-21-218, dated July 2, 1997, including Price/Material Information Sheet.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The actions shall be done in accordance with Dornier Alert Service Bulletin ASB-328-31-016, dated April 2, 1997; Dornier Service Bulletin SB-328-31-226, dated June 16, 1997, including Price/Material Information Sheet; or Dornier Service Bulletin SB-328-21-218, dated July 2, 1997, including Price/Material Information Sheet, as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 3:** The subject of this AD is addressed in German airworthiness directives 97-136, dated May 22, 1997; 97-330, dated November 20, 1997; and 97-323, dated November 20, 1997.

(g) This amendment becomes effective on July 30, 1998.

Issued in Renton, Washington, on June 15, 1998.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 98-16449 Filed 6-24-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-83-AD; Amendment 39-10615; AD 98-13-24]

RIN 2120-AA64

#### Airworthiness Directives; Bombardier Model CL-600-2B19 (Regional Jet Series 100) Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Bombardier Model CL-600-2B19 (Regional Jet Series 100) airplanes, that currently requires a revision to the Airplane Flight Manual (AFM) to prohibit the use of mach trim and to add speed restrictions if the autopilot is disengaged or inoperative. That AD also requires installation of an associated placard. This amendment adds requirements for replacement of the horizontal stabilizer trim control unit (HSTCU) with a new HSTCU, and reactivation of the mach trim engage/disengage switch/light (if deactivated). Accomplishment of these actions terminates the requirements of the existing AD. This amendment also limits the applicability of the existing AD. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent deficiencies of the HSTCU, which could result in a nose-up trim runaway when a single component in the mach trim circuit fails.

**DATES:** Effective July 30, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 30, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register,

800 North Capitol Street, NW., suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Peter Cuneo, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York 11581; telephone (516) 256-7506; fax (516) 568-2716.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 95-13-04, amendment 39-9325 (60 FR 38668, July 28, 1995), which is applicable to certain Bombardier Model CL-600-2B19 (Regional Jet Series 100) airplanes, was published in the **Federal Register** on April 14, 1998 (63 FR 18160). The action proposed to continue to require a revision to the AFM to prohibit the use of mach trim and to add speed restrictions if the autopilot is disengaged or inoperative, and to require installation of an associated placard. The action proposed to add requirements for replacement of the horizontal stabilizer trim control unit (HSTCU) with a new HSTCU, and reactivation of the mach trim engage/disengage switch/light (if deactivated). Accomplishment of these actions would terminate the requirements of the existing AD. That AD also proposed to limit the applicability of the existing AD.

#### Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

#### Corrections to the Proposal

In paragraph (b) of the proposed rule, the FAA inadvertently referenced Bombardier Service Bulletin S.B. 601R-27-053, dated May 27, 1996; and Revision A, dated August 26, 1996; for accomplishment of the proposed actions. Paragraph (b) of this final rule has been revised to reference only Bombardier Service Bulletin S.B. 601R-27-053, Revision B, dated February 21, 1997. In addition, NOTE 3 has been added to reference the original issue and Revision A of the service bulletin as acceptable means of compliance for operators that have accomplished the applicable actions prior to the issuance of this AD.

The FAA has become aware of a typographical error that appeared in paragraph (d)(2) of the proposal. The AD